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Dr. J. Collis Browne's Chlorodyne. The Hon. Earl Russell communicated to the College of Physicians and Surgeons of the University of London, that J. T. Davenport that he had received information that Dr. J. Collis Browne's Chlorodyne was the invention of Chlorodyne, that the whole story of the defendant Foreman was deliberately untrue and concocted to say it had been sworn to. —Times, July 14.

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The Sydney Morning Herald.

WEDNESDAY, JUNE 22, 1870.

A discussion of some local importance in reference to the City debt took place in the Municipal Council a few days ago. The zeal with which several of the Aldermen protested against repudiation was highly to the credit of the city morals; but they plainly said they would not pay. Perhaps the Legislature may think that the distinction of terms, however useful to the conscience, is not of much value in the settlement of accounts. Mr. Alderman CRAWFORD put the question clearly in its legal aspect. He quoted the terms upon which the Corporation was revived, and upon those terms the Corporation was to be kept, and upon those terms the Corporation was to be kept, and upon those terms the Corporation was to be kept.

The state of the case, as we understand it, is this. The Legislature votes annually £10,000 as an endowment. It had heretofore authorised the construction of sewers, of which a separate account was preserved. The grant of an endowment was made irrespective of any such public works; but the transfer of those works to the city, and the control over the municipal affairs, and the condition that the debt incurred should be paid by the citizens. It is very little use to look back upon contracts once made and executed by all parties. Whether the sewers were necessary, or whether they were constructed too expensively or otherwise, they were constructed by the competent authority at an estimated expenditure, and the condition was made that the city should be answerable for the debt.

The Aldermen were accompanied with the condition that the debt incurred should be paid by the citizens. It is very little use to look back upon contracts once made and executed by all parties. Whether the sewers were necessary, or whether they were constructed too expensively or otherwise, they were constructed by the competent authority at an estimated expenditure, and the condition was made that the city should be answerable for the debt. The £10,000 a year the Government kept and so it never came into the city purse. The City Aldermen, by a strong faith, have always reckoned that they would receive this money. It has never come, but they have anticipated it, and as the merchants do the arrival of their wool in London, and draw against it—only supposing, to complete the analogy, that the wool never arrives.

They have never got the £10,000, and they seem to have no chance of obtaining it; but still they have always felt themselves warranted in treating it as a real income. On every year they have borrowed £10,000, and they have carried the amount to the common city fund. First they borrowed £10,000, then £10,000 more, then £10,000 more, and so on from 1857, with accruing interest. Such a system did demand consideration. What it must lead to is as clear as a light-house. Perhaps the Aldermen by a resolution not to issue any more debentures would only anticipate the opinion of the discreet city creditor.

The reasons alleged against the payment of the sum so charged upon the city are very important, and ought to be taken into account by the Government of the day. The sewerage made in the city has benefited greatly the property of the State.

The water supply for which the Government does not pay amounts to a large item in several of the establishments. It is said, but we do not know on what calculation is formed, that £1000 is the value of the water supply to the Mint alone.

These are charges which ought to be adjusted. There is no reason that the interest of the Government, and £10,000 a year is not a very large sum for a city of 100,000 inhabitants, when it is considered the great proportion of the revenue they pay, and the convenience to the whole colony resulting from every improvement in the capital. But the force of law ought to be recognised by the Aldermen always. They ought not to accept of it, unwilling both to assist in its enforcement, and to suffer the odium which may fall upon them in the discharge of this duty. A distinction between repudiation and non-payment when the conditions are clearly stated, depends on the insolvent Court.

Insolvency is declared and all assets are relinquished. The law then distinguishes between repudiation and non-payment by discharging the debtor from a covenant to do what he has absolutely no power to perform. "You cannot," says the old maxim of humanity, as well as of creditors who have cheated, and defy their creditors, "you cannot get blood out of a stone."

It is very undesirable for any Government to drive the community into a false position, or to impose upon them burdens which will be too onerous for endurance. The history of repudiation is simply the galled shoulder refusing the burden; and the conscience coming to the aid of the shoulder. The suffering member cries out, "I can't pay." The conscience, after more or less twinges, whistles like a schoolboy as he passes through a "don't pay" sign. It is an unbecoming position for any people to be in. In spite of all sophistry no man is exactly satisfied with himself, unless he is sunk very low, if he rejects a debt accepted by himself. It is the duty of the Government to look at the whole affair in its true bearings; to make such concessions to the city as may be found just as between the colony and the municipality. The Legislature is the guardian of the general revenue, and we, who have so often protested against its maladministration in the interest of fixed principles, are not disposed to abandon our fixed principles because of the city is concerned. But this system of borrowing entirely on the strength of an income which has proved, over and over again, to be nothing but a delusion—a kind of barbed bill on the Bank of Elopence—is hardly a proper style of "raising the wind."

Much is occasionally said in disparagement of the City Aldermen and their ways. We believe, however, that the city is indebted to many of them for the laborious and faithful administration of its affairs. Doubtless there are advantages to men who have aspired to the office, and who by these means promote their personal welfare. Still we do not hear of any case of malversation such as to shake popular confidence in the honesty of their management.

The Municipal government throughout the colony has been upon the whole a great success. No doubt we have had scores of silly schemes. A good many words have been bandied between the Aldermen which would be hardly used by Sir CHARLES GRANDISON. The language of our city orators has, however, not been more outspoken than the language of the worthy Bishop PURCELL quoted in our news of yesterday:—"I presume my worthy antagonist will take his brush in hand and roll up his sleeves and lay it on them hard and heavy, so will I. And whenever he uses a strong epithet against me I will use a stronger." Could an Alderman do more?

In truth, the civic councils have, on the whole, been conducted as to have a pattern to the Legislature. As body, and the only chance of bringing that body to the decorum adapted to its position is by pointing out to it in what appropriate language and manner many of our Aldermen conduct their affairs.

THE COUNTRY AGENTS.—The Agents for the Sydney Morning Herald are requested to furnish their quarterly statement of accounts previous to the 20th instant. J. H. S. 1870.

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TO OCCUPY, we must elevate our knowledge of jurisprudence as a science."

With reference to the proposed abolition of primogeniture, he reminded his audience that a change in the law would not necessarily involve a change in public opinion, though it would have a tendency that way. The sending out of younger sons to fight their way in the world had, he thought, been beneficial to our Indian Empire, and he spoke doubtfully of the policy of a coequal inheritance of landed property. If, however, he had illustrated his views on that point by naming leading Anglo-Indians who had been younger sons disinherited by the practice of primogeniture, it is probable that he would not have been able to make the list a very long one.

He expressed his satisfaction at the new natural law, and said that for years he had vainly tried to get Lord PALMERSTON's consent to allow holding land in the country, but he never could get it. Lord PALMERSTON held peculiar views on that point.

With regard to the suggested changes in the law respecting a wife's right to property, he seemed to deprecate the entire separation of interest which has been proposed; but he suggested that a wife's property which a husband took on marriage might be regarded as a sort of trust property—a gift with a condition that the husband should properly maintain the wife—and that where this condition was not fulfilled the gift might be resumed. But to make such a resumption possible the property would have to be unalienable.

With regard to the Land Transfer Act proposed by the Government, he remarked that abroad the English system of use and trusts was

they wanted the railways to pay, they must induce the people, by every means in their power, to go to live in the suburbs. His experience satisfied him that the Government made an article the more likely were you to create an extensive and a permanent demand for it.

Mr. ALDEN was not so hasty in saying that if the contemplated alterations were carried out, they would be more injurious to the suburbs and the railway traffic than those to which reference had been made by previous speakers as occurring when Mr. Byrnes was the Commissioner. In consequence of the facilities given of late years, new houses were springing up all along the line, and here, and there, was some building of land that was not occupied; but if the alterations now proposed were to be carried out, people would be prevented from travelling. Many persons would have to leave their residences in the suburbs, or relinquish their employment in the city.

He quite approved of keeping the suburban and the through traffic distinct; and he thought that the present arrangements in regard to suburban trains were continued, they would give general satisfaction to the travelling public. If he were the lazzie of the railways tomorrow, he should reduce the fares for suburban travel to run a train every hour, and he thought that he could make twenty-five per cent. more out of the suburban traffic than the Government got now.

On the subject of the utility of the arrangements which had been made in regard to the trains, people had spent thousands of pounds in making houses for themselves in the suburbs; and he, therefore, thought that the Commissioner would consider it well if he finally sanctioned the alterations proposed—alterations detrimental alike to the public and the railway.

Mr. STURTELL thought that the Government ought to give a search ticket for a certain number of years to every man who built a house on the line of railway; for a house soon yielded a revenue of about £1 to £2 a year to the railway, and the railway might be said to have a sort of vested interest in it.

Mr. E. T. PENFOLD remarked that the ferry boats used to run to North Shore every hour, and it was found they did not pay. Now, however, they ran every half-hour or less, and he was told that they paid a very handsome dividend. He thought that the same principle applied to the railways would result if the suburban traffic of the railways were managed in a similar way. The present arrangement almost precluded the possibility of the visiting their friends who were resident in the suburbs, excepting at great personal inconvenience. But even here the existing state of things, he knew on grounds of railway revenue, and who, if these alterations were carried out, would leave the district.

Mr. BYRNES had been travelling for about a dozen years on the line, and he never knew an alteration to be made in regard to reducing the trains or increasing the rates until he did take passengers' business into consideration. At that time was made for the running of trains, it should be stuck to. When he first went to Burwood there were only two first-class passenger business trains, and he thought that were forty. There was far more accommodation than there was a lack of trains, but only a lack of passengers. He knew many persons who were deterred from going along the line, simply because they could not depend on the fixedness of the blue table. When Mr. Byrnes was in office the season tickets to Burwood were raised to £2, while before that time they were reduced to £1 10s. It was alleged that a large amount of revenue by that alteration; and, after a trial of fourteen months, they had to withdraw from their position. The residents in the line were not much at least the interests of the public as anybody else. They desired no unfair advantages, but wished to see the railways of which, in common with the rest of the public, they were owners, worked to the advantage of the country. The Minister consulted the interests of the public, and looked to an increase of the railway receipts, he would leave the trains as they were at present.

Mr. SUTHERLAND replied that his chief desire was to accommodate the people who travelled by the railway, for he was from them that he must hope to obtain a revenue. In this matter he had no personal views to serve, but was accountable for the proper management of the railways to the Parliament, and through them to the public. He wished to know what trains would really do the convenience of the public; but he did not want to run trains for nothing. With reference to the 10 p.m. train, which it was proposed to discontinue, he said, "I am not sure which so much had been said, he found that its earnings for the double journey, during one month, was £516, 8d.; that was without reference to season tickets. He found that another train was run at £2 10s. 7d. for the double journey. We proposed to take off these trains because they did not pay; but if it could be shown to him that the public would really do more business, and would patronize them, the public should have those trains."

A long desultory discussion took place in reference to the earnings of different trains and the manner in which those earnings were computed. In reply to a number of queries,

Mr. SUTHERLAND stated that designs had been prepared for a new station at Redfern, and that the Parliament would be asked for a vote for its erection. There had been a good deal of talk about raising the fare of light rail, but he had not raised them. There could be no comparison between the railways of England and this colony, and he thought that if the Government raised the fare of light rail at regular intervals that was all that could be expected of them.

Mr. PENFOLD observed that, on the suburban line at Melbourne, the traffic was worked by a light engine and tender, and double the number of passengers were carried than on our suburban line. We could do with less consumption of carriages, but we required more frequent services.

Mr. SUTHERLAND said that on the Victorian line the service was double, if we had the same kind of rolling-stock for the suburban traffic, trains might be run often. He also expressed his readiness to receive any suggestions as to a time-table which would better suit the requirements of the suburban traffic; and before the interview terminated,

Mr. FORT made out a list of thirteen gentlemen, resident at Petersham, Ashfield, and Burwood, having to be understood, should prepare a time-table and submit it to the Minister for his consideration.

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FUNERALS.

THE FRIENDS OF MR. JAMES W. WILSON, of the Warrenton, British Columbia, have decided to hold the funeral of his deceased son, **DAVID WILSON**, at his residence, 10, York-street, at 2 o'clock.

THE FRIENDS OF MR. JAMES W. WILSON (Upshere) are respectfully invited to attend the funeral of his deceased son, **DAVID WILSON**, at his residence, 10, York-street, at 2 o'clock.

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LYSTER AND SMITH'S

ROYAL ITALIAN AND ENGLISH OPERA.

Conductors: Mr. Lyster and Mr. Smith.

LAST WEEK OF THE OPERA.

Under the Patronage of His Excellency the

COUNCIL OF BELMONT.

and the

RANK OF BELMONT.

BENEFIT

MR. ARMES BEAUMONT.

THIS EVENING, Wednesday, June 22,

at which occasion will be given, for the last time,

WALLACE'S GRAND OPERA.

after which (by request) will be given a

CONCERT.

PROGRAMME:

1. Cavatina—"Tell me, my heart," Bishop

Mrs. H. Fox.

2. Duet—"Ye have and have," (Scottish),

Miss GEORGIA HODSON and Mr. BEAUMONT.

3. Siciliana—"Mere of Lettich," Verdi

Madame Lucie BARATTI.

4. Song—"Mother, be good to me," (Irish),

Miss GEORGIA HODSON.

5. Roméo—"Tell me, my heart," (French),

MR. ARMES BEAUMONT.

6. Comic Song—"Miss Julia," (Hodson)

MR. CHARLES LACROIX.

THURSDAY EVENING, June 23,

FIRST BENEFIT IN SYDNEY.

Signora LUCIA BARATTI,

when will be given, for the last time, Bellini's Grand

OPERA.

FRIDAY EVENING, June 24,

In consequence of the great success last Monday, will be

repeated, for the last time, Verdi's grand opera,

11. THOYATTO.

Leaders: Mrs. H. Fox, Miss Fanny Simonson.

SATURDAY EVENING, June 25,

BENEFIT

MR. W. H. LYSTER.

when will be given, for the last time, Verdi's Grand

OPERA.

UN BILLO IN MASCHERA.

NOTICE

MONDAY EVENING, June 27,

GRAND EXTRA PERFORMANCE.

VICEREX COMMAND, and

BENEFIT

MR. W. H. LYSTER.

when will be given, for the last time, Verdi's Grand

OPERA.

TUESDAY EVENING, June 28,

AT THE MASONIC HALL.

In compliance with a very general desire, will be given, for

the first time in Sydney, a grand

OPERA DI CAMEA.

GRAND MUSICAL FESTIVAL.

Under the Patronage of His Excellency the

COUNCIL OF BELMONT.

and the

COUNTRIES OF BELMONT.

SATURDAY, June 25, 1870.

MATINEE MUSICALE.

Composed of the following:

VOCAL AND INSTRUMENTAL.

ARTISTES-VOCAL:

Signora LUCIA BARATTI.

Madame FANNIE SIMONSON.

Mrs. J. H. FOX.

Miss LUCY CHAMBERS.

Miss GEORGIA HODSON.

Signor MARIANO NERI.

Composed of the following:

Signor UGO DEVOTI.

Signor LUIGI CONTINI.

Signor EMILIO DONDI.

INSTRUMENTAL.

Mrs. W. H. PALMER (who has kindly volunteered).

MR. MARTIN SIMONSON.

MR. ALFRED ANDERSON, R.A.M.

MR. CHARLES LACROIX.

GRAND ORCHESTRA OF THE

CONDUCTOR, HERR RICHTE.

Admission:—Children, 2s. 6d.

Dance open at a quarter past 1 p.m. Overture commences

at 2 o'clock punctually.

Note to be secured at ELVY and CO'S, George-street,

where programmes can be procured.

ROYAL VICTORIA THEATRE.

WEDNESDAY EVENING, June 23.

Under Distinguished Patronage.

Farwell Complimentary BENEFIT

Madame MARIE DUKE.

By Mr. W. Hoskins, Mr. H. N. Douglas, Mr. J. F. West,

Mrs. F. Hoskins, and a number of professional ladies

and gentlemen who have kindly offered their services for the

occasion.

An elegant and attractive programme will be presented.

BYSSINIAN WAR.

MR. MITCHELL will deliver his ILLUSTRATED

LECTURE on the above subject at under:

BOURKE-STREET Wesleyan School,

in aid of Sabbath School Funds.

TO-MORROW (Thursday), June 24th.

The Rev. W. KELLYNACK in the chair.

Rev. C. H. RICH in the chair.

Full particulars in programme. Admission, 1s; children,

6d. Commence each evening at half past 7.

N.B.—Mr. MITCHELL returns his sincere thanks to the

many kind friends who, with his untiring industry and

expressed sympathy with his late accident, and desire to

state that he has now so far recovered convalescence that his

engagements will not be further interfered with.

CHOWN-STREET PRIMITIVE METHODIST

CHURCH—under the Grand

PICTORIAL AND MUSICAL ENTERTAINMENT.

TO-NIGHT.

Battle proceeds to church funds. Admission, 1s;

children, 6d.

UNDER THE SPECIAL PATRONAGE OF

H.M.S. CHALLENGER.

A QUADRILLE ASSEMBLY

will be held at

MR. CLARK'S COLONADE, Elizabeth-street.

ON FRIDAY EVENING, 24th June, 1870.

CLARK'S COLONADE, Elizabeth-street, and

at present in the Infirmary, suffering from paralysis.

Double tickets, 4s 6d each. Dancing to commence at

7 o'clock.

SATURDAY WEEK, the 2nd July.

AT THE ALBERT GROUND.

GEORGE LOYAL

will have the honour to perform the

FIRST TIME IN THIS COLONY.

SYDNEY CHORAL SOCIETY.

Patron: His Excellency the Right Honourable the

GOVERNOR OF NEW SOUTH WALES.

THE CHORAL SOCIETY OF BELMONT.

President: Mr. JAMES CHARLES BATHAM.

Vice-President: Mr. JAMES CHARLES BATHAM.

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